

# Health and Safety Toolkit

## Idea Suggestion Proforma

The Health and Safety Toolkit is intended to be a means of identifying the many good practices, innovations and ideas which contribute positively to health and safety. This includes all ideas already being put into practice on the Highways England network, as well as those which could potentially be transferred / implemented.

Submitted ideas should be original and supported by a relevant highways based case study displaying clear benefits (NOT just supplier marketing material)


Should you wish to put forward an idea for potential inclusion in the toolkit, please complete this proforma and forward to the email address:

[philip.farrar@highwaysengland.co.uk](mailto:philip.farrar@highwaysengland.co.uk)

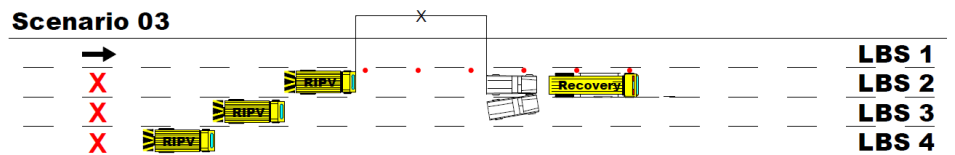
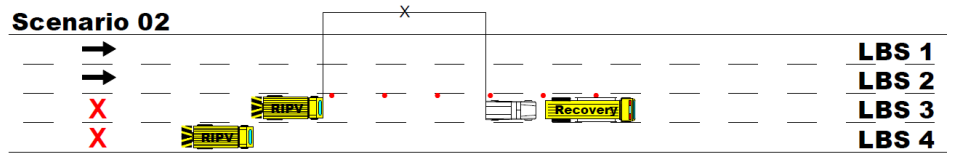
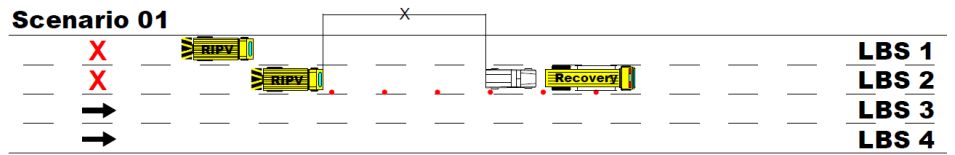
<b>Brief description of Idea</b>	Deployment of IPV's to recovery stranded vehicles in lanes 2 and 3 of a 4 lane, All Lane Running (ALR) sections
<b>To what activities can this idea be applied in practice?</b>	Traffic Management – Breakdowns, RTC's within the Free Recovery areas
<b>What are the benefits of this idea?</b>	Prevent errant vehicles from colliding with recovery vehicle and posing a risk to MOP's.
<b>Are there any cost implications of implementing the idea? If yes, please quantify</b>	Yes. The cost of an additional IPV bike to be included in the daily rate of the recovery crew setup.
<b>How would you describe this idea?</b>	Innovation – Safe recovery operation, a reduced response time because the recovery crew wouldn't depend on HETO's assistance and the RCC do prefer for recovery to attend at the earliest opportunity to safely recover the MOP's and vehicle/s
<b>Is this idea currently being used in practice? If yes, where?</b>	Yes. It is used on the BMV M5 Oldbury Viaduct Project. The JV is made up of Bam Nuttall, Morgan Sindall and Volker Fitzpatrick.

<b>Are there any conflicts to potential implementation of which you are aware?</b>	None that I'm aware of.
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<b>Please provide your contact details</b>	<p>Name: Pieter J Prins, Mark Bailey</p> <p>Company: BMV</p> <p>Email: <a href="mailto:Pieter.prins@bamnuttall.co.uk">Pieter.prins@bamnuttall.co.uk</a>, <a href="mailto:Mark.Bailey@morgansindall.com">Mark.Bailey@morgansindall.com</a></p> <p>Telephone: 077 80223352, 07813524100</p>
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<b>Additional Information</b>	<p>Conventional traffic officers can take long periods of time to reach an incident if traffic is built up and they aren't on the network already, once they receive notification of an incident or recovery from the RCC. The RCC prefer for the BMV's recovery teams to be deployed at the earliest opportunity to safely recover the MOP's and stranded vehicle rather than waiting for the HETO's to reach the incident first.</p> <p>During an LBS 2 and or LBS 3 incident of a 4 lane, All Lane Running (ALR) sections, the RCC will activate the red X's above the effected lanes. Even thou this informs road users to stay clear of the lanes effected, it still won't stop errant vehicles from colliding with recovery vehicles and stranded vehicles during the recovery operation. Following a recent recovery incident on the M5 Jct 4a ALR section, MOP's have ignored the red X's and came out of a LBS 1 single file and used LBS 4 to get past the recovery scene. This put the recovery operators and MOP's of the stranded vehicles in danger of being run over or collided with.</p> <p><i>Below pictures shows the incident where errant vehicles ignore the red X's and use LBS 4 to get past recovery incident</i></p> 
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The BMV in consultation with the recovery teams and the RCC have put together recovery scenarios in ALR sections with deployment of IPV's to stop the above from happening.



Key Improvements are;

1. Reduced response time
2. Broken down or vehicles involved in RTC's can receive assistance quicker
3. Addresses problem of errant vehicles from colliding with recovery and MOP vehicles
4. This Information can be relayed to other active ALR projects and consideration when setting up new ALR projects.